

# The China Mail.

Established February, 1840.

Vol. XLIII. No. 7477.

號四月八年七十八百八千英

HONGKONG, THURSDAY, AUGUST 4, 1887.

日五十六年亥丁

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAN, 11 & 12, Clement's Lane, Lombard Street, E.C.; GEORGE STREET & CO., 39, Cornhill; GORDON & GOTCH, Ludgate Circus, E.O.; BATES & CO., 37, Walbrook, E.C.; SAMUEL DUNLOP & CO., 150 & 154, Leadenhall Street, E.C.; W. M. WILLS, 181, Cannon Street, E.C.

PARIS AND EUROPE.—AMERI PRINCE

PARIS, Rue Lafitte, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

SAN FRANCISCO and American Posts generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourn and Sydney.

CEYLON.—W. M. SMITH & CO., THE APOTHECARY CO., Colombo.

SINGAPORE, STRAITS, &c.—SAYL & CO., Square, Singapore; C. HANSEN & CO., Manila.

CHINA.—Macao, F. A. DE CRUZ, S. I. O. V. QUINTO & CO., Amoy, N. MOAIS, Puchong, HEDGES & CO., Shanghai; LANE, CRAWFORD & CO., and KELLY & CO., WASHING. Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

## BILLS.

### NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

Hongkong, July 30, 1887. 1436

### Notices of Firms.

#### NOTICE.

THE AGENCY at this Port of Messrs. CALDECK MACGREGOR & CO., Shanghai, has This Day been Transferred to Mr. ALEXANDER LEVY.

E. JONES HUGHES.

W. J. have This Day assumed CHARGE of the BUSINESS at this Port of Messrs. CALDECK MACGREGOR & CO., WINE and SPIRIT MERCHANTS, Shanghai.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourn and Sydney.

CYDON.—W. M. SMITH & CO., THE APOTHECARY CO., Colombo.

SINGAPORE, STRAITS, &c.—SAYL & CO., Square, Singapore; C. HANSEN & CO., Manila.

CHINA.—Macao, F. A. DE CRUZ, S. I. O. V. QUINTO & CO., Amoy, N. MOAIS, Puchong, HEDGES & CO., Shanghai; LANE, CRAWFORD & CO., and KELLY & CO., WASHING. Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

### NOTICE.

THE INTEREST and RESPONSIBILITY of the Undersigned in the BUSINESS known as the HONGKONG & CANTON IRON WORKS ceases from this date.

ALEXANDER LEVY.

Hongkong, June 30, 1887. 1240

## Not Responsible for Debts.

*Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:*

Alice D. Cooper, American ship, Capt. J. W. Shandera—Russell & Co.

Allis Rowe, Hawaiian ship, Captain J. Phillips—Widler & Co.

Elizabeth Nicholson, British barque, Captain Goo, Falconer—Molchers & Co.

General Weider, German str., Capt. W. von Schuckmann—Molchers & Co.

Hattie N. Bangs, American barque, Captain E. Bangs—Gonzales & Co.

John Nicholson, British barque, Capt. W. Quine—Pauquet & Co.

Mosser, British steamer, Captain F. H. Tilak—Russell & Co.

Symethaven, British steamer, Captain C. W. Pearson—Adamson, Bell & Co.

## To-day's Advertisements.

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON VIA SUEZ CANAL.

## The Co.'s Steamship

## Antenor.

Captain Green will be despatched as above on

SATURDAY, the 6th instant, at 2 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWINEY,

Agents.

Hongkong, August 4, 1887. 1462

SHIPPING.

## ARRIVALS.

August 3, 1887.

Fusina, Chinese steamer, 1,503 t. A.

Cron, Shanghai July 31, General—C. M.

S. N. Co.

August 4—

Djenné, French str., 2,465. Vaquier.

Martelle July 3. Port Said 7, Suez 8.

Aden 14—Colombia 27, Singapore 27,

Saigon August 1. Mails and general

MESSAGERIES MARITIMES.

Telaros, German str., 1,587. J. Petersen.

Nagasaki July 30, Coal—TAKASIMA

COLLIERY.

Chow-chow-foo, German steamer, 756. W.

Wendt, Shanghai and Swatow August 3.

General—C. M. S. N. Co.

DEPARTURES.

August 4—

Triumph, for Haiphong.

Telaros, for Amoy and Shanghai.

Melbourne, for Europe.

Itta, German gunboat, for Ahoy.

Esmeralda, for Amoy and Manila.

Prenesse, for Singapore and Bremen.

Belgie, for San Francisco.

G. de CHAMPEAUX,<sup>x</sup> agent.

Hongkong, August 4, 1887. 1458

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SWATOW, CHEFOO AND TIENTSIN.

The Co.'s Steamship

Leviathan.

Captain Sawyer will be despatched as above on

MONDAY, the 8th instant, at noon.

For Freight or Passage, apply to

JARDINE, MATHEISON & CO., General Managers.

Hongkong, August 4, 1887. 1460

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

MONDAY,

the 8th August, 1887, at 2 p.m., at his office, Rooms, Queen's Road,

AN ASSORTMENT OF JAPANESE WARE, comprising:

SATSUMA, KANGA, IMARI, KURO, and TOKO VASES, JARS, PLATES, BOWLS, INCENSE BURNERS, TEA-AND COFFEE SETS, EG-HELL WARE, ENAMELLED WARE, GOLD AND SILVER INLAID BRONZES, KAKINOKI, EMBROIDERIES AND BROCADE SCREENS, ETC., ETC.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG, Auctioneer.

Hongkong, August 4, 1887. 1461

STEAMSHIP DJEMNAH.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

(CONSIGNEES) of Cargo from London, Antwerp and Bordeaux, ex S.S. Indus, Roman and Frederic Hotel, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on, unless intimation received from the Consignees before 3 p.m. To-day (Tuesday), the 4th August, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Thursday, the 11th August, 1887, at noon, will be subject to rent, and landing charges at one cent per packet per diem.

All claims must be sent in to me on or before Saturday, the 13th August, 1887, or they will not be recognised.

No Fire Insurance has been effected.

G. de CHAMPEAUX, Agent.

Hongkong, August 4, 1887. 1460

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship SAN PABLO will be despatched for San Francisco, via Yokohama, on SATURDAY, the 20th August, at 3 p.m.

Connection being made at Yokohama, with Steamer from Shanghai and Japan.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN PASSENGERS.—Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a discount of 25% from Return Fare. These allowances do not apply to through fare from China and Japan to Europe.

Complaint Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, August 4, 1887. 1463

(I. M. Customs), Colonel Peletier, Messrs. F. White, Campbell and Breckin.

Por Peuseen, from Japan : for Southampton, Miss Fanny Harrison and 2 servants;

for Gorée, Mr. T. Kimura. From Shantung : for Bremen, Mr. B. Janzen, 2 officers,

2 deck officers, and 37 marines; for Hamburg, Mr. Andersen. From Hongkong : for Singapore, Mr. Lo Heck Lou and servants;

Mr. St. John, K. Kondo, and J. Ohara; for Bremen, Mr. C. C. Ong, for Gorée, Mr. B. M. Lancashire; for Southampton, Mr. Archibald Grant.

Por Bolio, for Yokohama, Mr. Paul

Lien, Lieut. M. D. Graham, Capt. J. Collin,

Mr. S. Don Souza, child and native servant;

for San Francisco, Inspector J. Matheson,

1 European, and 31 Chinese.

Por Triumph, for Haiphong, 10 Chinese.

Por Tsimon, for Amoy, 50 Chinese.

Por Gloucester, for Singapore, 530 Chinese.

To DEPART.

Por Djenné, for Shanghai : from Mar-

seilles, Messrs Martin, Phillips, Ling Min

Shan, Chuan Hui Kio, Chang Tso Tsai, Mrs

Hau and Mrs. Wilson; from Hongkong,

Mr. Meare, Lieutenant, Janzen and Constantin

For Yokohama : from Marseilles, Messrs

Naganuma and Ayumiya; from Saigon,

Messrs Matiaud, Rey, and 46 marines;

from Hongkong, Mr. and Mrs. de Lassan,

and Baron du Gantzburg.

Por Asia, for Haiphong, 10 Chinese.

Por Sohow, for Huifow, 15 Chinese.

Por Centaur, for Keelung, 1 Chinese.

Por Anton, for Huifow, 50 Chinese.

To ARRIVE.

Por Djenné, for Shanghai : from Mar-

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Por Asia, for Haiphong, 10 Chinese.

## THE KEROSENE DUTY IN KWANGTUNG.

(From our Canton Correspondent.)

Canton, Aug. 3d, 1887.

The accompanying proclamation speaks for itself and proves how grossly ignorant of the first principles of political economy the five gentlemen are whose names are affixed to the proclamation. That such men should have charge of the fiscal arrangements of a province like Canton will account for much stagnation of trade or any amount of commercial retrogression.

The tax on kerosene is in the first place increased under the pretence of its being dangerous and causing much loss by fire, then it is increased again in order to protect the trade in native oil. This is additional proof to stop the legitimate trade in kerosene carried on in broad daylight. The Commissioners have then to confess their own ignorance and incompetence and are obliged under the cover of plausible language to have an ambiguous retreat from the position they have assumed. Nothing, therefore, is said about the dangerous nature of kerosene nor the native trade. The excuse is too thin to cover the baseless venality that lurks beneath. By fair trade and honest China might indefinitely increase her revenue, but so long as she allows the sources of income to be tampered with by local authorities so long must she content herself with an impoverished treasury.

There has been a report here that the Marquis Tseng is coming to succeed Chou Chi Tung as Viceroy.

KEROSENE PROCLAMATION.

July 18th, 1887.

It is proclaimed that Chang Shiu Ying, the farmer of the Kerosene lekin monopoly had petitioned saying,

That we, the merchants, have farmed out the kerosene lekin monopoly for several years and have never been in arrears in paying the farm to him. That the farm tax is altogether \$63,000.

That he, the merchant, has been ordered to pay a lekin of 40 cents to be fixed and levied.

Upon investigation, it is

discovered that on each box of kerosene there is already a customs-duty of 20 cents and a lekin of 4 cents, and now a lekin of 84 cents is to be added for searching and arresting funds, making the levy amount to \$1.44. But kerosene is bought in Hongkong at \$1.50 per box, so the levy is comparatively great and if a box of kerosene is smuggled \$1.44 is lost. Therefore since last winter (i.e. 3 months ending Feb. 1887) the lekin has been very small and the quantity of smuggled goods has been increased, as kerosene has been packed separately and transferred in lots of 40 or 50 boxes at a time from Shaki in the district of Hengchuan, Shatay in the district of Nantao, and Shatay in the district of Tengkuoo. When we, the merchants, asked them why they did not have the lekin paid for the kerosene, they replied that the kerosene was for the use of the foreign hongs; but how can the foreign-hongs use so much kerosene as 40- or 50 boxes everyday. It is evident that this was done with the intention of carrying on smuggling.

Lately the transports of smuggled kerosene are guarded by ruffians armed with rifles.

Now, the merchants, have only a portion on the search; how can they be called to give against their owners?

During this half year we have had a deficit of 40,000 or 60,000 tels; and this being insufficient to meet the expenses having made up, it will not be able to supply the demand even if we sell all our property and be stripped to the bone.

Now it is evident that if measures are not soon adopted we shall be immediately ruined.

Moreover, it is found that the kerosene sold in the vicinity of Pei-kung, along

to the vicinity of Nan-hung, (i.e. places in the Northern part of Kwang-tung) is transported from Shanghai and Kiukiang—this is evidently done to avoid the extra lekin of 84 cents, so it appears that the smuggling of kerosene cannot be stopped.

Now there is only one way, that is to reduce the lekin, which will probably put a stop to the smuggling, as kerosene has been packed

separately and transferred in lots of 40 or

50 boxes at a time from Shaki in the

district of Hengchuan, Shatay in the district of Nantao, and Shatay in the district of Tengkuoo. When we, the merchants, asked them why they did not have the lekin paid for the kerosene, they replied that the kerosene was for the use of the foreign hongs; but how can the foreign-hongs use so much kerosene as 40- or 50 boxes everyday.

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## CORRESPONDENCE.

## COMETS AND THE EARTH.

(To the Editor of "THE CHINA MAIL".)

Stag Hotel, August 4, 1887.

DEAR SIR.—I was very much surprised last night, when I read in your paper—that no comet had mingled its gaseous matter with the earth's atmosphere—or words to that import.—It will likely be interesting to you, and to others, to be made aware that the Earth passed through some part of the tail of the Great Comet of 1861. Several distinguished astronomers came to that conclusion.

I laid down a Circumpolar Map of the Northern Hemisphere (constructed by myself and afterwards photographed) the visible orbit of this said celestial visitor for a period of 9 days from observations taken by the Rev. R. Main, Radcliffe Observatory, and late Editor of the "Annals of Scientific Events." The following note was written by him on June 30th, 1886.—This instant I came burst suddenly on the view this evening. I saw it first about 10 o'clock, and immediately prepared to observe it.

At 10 o'clock, however, I

in the ordinary course, and levied upon goods which came into the hand of Ho Tsiung from the defendant, but Ho Tsiung paid up the claim on behalf of the defendant, as he had business relations with him and debited him with the amount. In the beginning of 1886 the defendant came to the colony, and moved the Court by Counsel to set aside the writ of attachment, and the Court, after hearing Counsel set aside the whole proceedings and the defendant undertook to defend any action brought against him in the ordinary way. Hence the fresh writ of March 1886 which has only been heard now. The reason for the further delay was that the parties were out of the jurisdiction of the court, and that the plaintiff had no right to sue him. So the trial was adjourned to the 1st of July, 1887, and the defendant sent his agents to Hongkong to get the services of Messrs Gilman & Co., who were agents for the Man Yuen Lung, the man whom the defendant had engaged to represent him. The defendant's agent, Mr. Ng Li Hung, who was a passenger, went back to Ho Tsiung for assistance, and saw the defendant, and the defendant sent boats, and went himself to the scene of the wreck to see what help he could give. He remained there two nights, and made some arrangement with the Captain, that he should act as agent and salver for the concerned, and a large quantity of goods, part of the cargo belonging to the ship, anchors, chairs, ship's furniture and apparel, and these were taken to Ho Tsiung and placed in godowns there. From the correspondence it appears that on the 14th June 1884 defendant wrote to the Man Yuen Lung, telling him that the "Marlborough" had stranded off Hongkong about the 18th June, and became a total wreck on a rock of Hainan Head, and that the crew had been saved, and the ship had been lost.

On the 15th June 1884, the plaintiff

wrote to the Man Yuen Lung, telling him that the "Marlborough" had

stranded off Hongkong about the 18th June, and became a total wreck on a rock of Hainan Head, and that the crew had been

saved, and the ship had been lost.

On the 16th June 1884, the plaintiff

wrote to the Man Yuen Lung, telling him that the "Marlborough" had

stranded off Hongkong about the 18th June, and became a total wreck on a rock of Hainan Head, and that the crew had been

saved, and the ship had been lost.

On the 17th June 1884, the plaintiff

wrote to the Man Yuen Lung, telling him that the "Marlborough" had

stranded off Hongkong about the 18th June, and became a total wreck on a rock of Hainan Head, and that the crew had been

saved, and the ship had been lost.

On the 18th June 1884, the plaintiff

wrote to the Man Yuen Lung, telling him that the "Marlborough" had

stranded off Hongkong about the 18th June, and became a total wreck on a rock of Hainan Head, and that the crew had been

saved, and the ship had been lost.

